GEOGRAPHIC NEWS BULLETINS

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Photograph by Robert A. Bartlett

U. S. WILL ESTABLISH "POLAR BEAR PATROL" TO GUARD GREENLAND

Bears hunt seals on the pack ice around Greenland but spend much of their time in the water, swimming doglike for miles. Then in turn they are hunted by the Eskimos, who formerly cornered them with a pack of dogs and finished them off with a lance, before the introduction of rifles. To capture specimens for zoos, however, the bear-hunter ropes a cub without the use of any weapons, a dangerous procedure when the animal fights back, like this one destined for the Philadelphia Zoo. The iceberg-dotted waters around the Danish colony of Greenland will now be defended by ships and planes from the United States, since the agreement signed early this month to grant U. S. bases on the world's largest island (Bulletin No. 5).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents (stamps or money order); in Canada, 50 cents. Entered as second-class matter, Jan. 27, 1922, Post Office, Washington, D. C., under act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of Oct. 3, 1917, authorized Feb. 9, 1922. Copyright, 1941, by National Geographic Society, Washington, D. C. International copyright secured. All rights reserved. Quedan reservados todos los derechos.

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General Headquarters, Washington, D. C.

Historic Spots in Yugoslavia Blighted by War

UPSET conditions in the Balkans had made "Belgrade" a staple name in the headlines and datelines of world news for weeks before Yugoslavia entered the war. But when the German invasion of this largest Balkan nation began, Belgrade (officially Beograd) shared the headlines with other Yugoslav spots.

BEOGRAD—In the World War of 1914-18, this important city at the confluence of the Danube and the Sava was captured in turn by Germans and Austrians, Serbs, and Austrians again, with typhus the real victor. Reminiscent of Turkish occupation, Beograd then, with 65,000 residents, was a city mostly of two-story wooden buildings. The present war found the city, grown to 350,000, distinguished by modernistic apartment houses, large hotels, handsome parks (illustration, next page), and palatial government structures. Much of the building was in cement, in which the Germans paid a large part of their World War reparations.

IRON GATE OF THE DANUBE—Yugoslavians reported sinking concrete-laden barges to block river traffic at the Iron Gate, a narrow, cliff-walled channel of the Danube on the Yugoslav-Romanian frontier. Possibly the most dangerous passage on the entire river, it is a gorge about two miles long roughly 100 miles east of Beograd.

Although most of the rocky obstructions were removed by blasting some decades ago, it still takes a powerfully driven ship to make headway up-river through the rapids and the fast current. A special railway and towing engine haul barges through the gorge.

LJUBLJANA—In the extreme northwest corner of the country, Ljubljana is only 25 airline miles south of Nazi Austria, and even nearer to the Italian frontier on the west. It was the Austrian city of Laibach until World War treaties gave the town and the surrounding region of Slovenia, of which it was the capital, to the new kingdom of Yugoslavia. With about 80,000 inhabitants, Ljubljana is the nation's fourth largest city. It dominates the road and rail routes southeastward down the broad Sava Valley to Zagreb (80 miles away) and the Danubian plains. Its factories turn out iron wares, machinery, leather, textiles, paper, furniture, pottery, matches, and chemicals.

NIS—Situated among the southeastern mountains of old Serbia, Nis is a strategic railway junction about 130 miles south of Beograd (Belgrade) and only about 40 miles from Bulgaria. Railroads also go through Nis for Sofiya (Sofia), Bulgaria, Thessalonikē (Salonika) in Greece, and Istanbul (Constantinople) in Turkey.

The city, with a population of about 35,000, has been noted for its hot springs and baths since the Roman era. Under its walls, Roman Emperor Claudius defeated the Goths in 269 A.D., five years before Constantine the Great was born there. The city was destroyed by the Huns of Attila in the fifth century. The Bor copper mines, leading copper-producing works of Europe, are only 60 miles to the north, and near by, too, are the only good coal supplies on the Balkan Peninsula.

KOTOR—The port city and naval base of Kotor (formerly Cattaro) is at the head of the fjordlike Gulf of Kotor, which extends inland from the Adriatic Sea about 16 miles, near the boundary with Albania. Because of the great extent of the well fortified, deep-water gulf, it is better suited to accommodate a large fleet than most Mediterranean ports. The town of 5,000 is crowded on a narrow ledge between the gulf and the mountains rising steeply behind it. A serpentine motor road leads over the cliffs of Mount Lovćen, past groves of olive and orange

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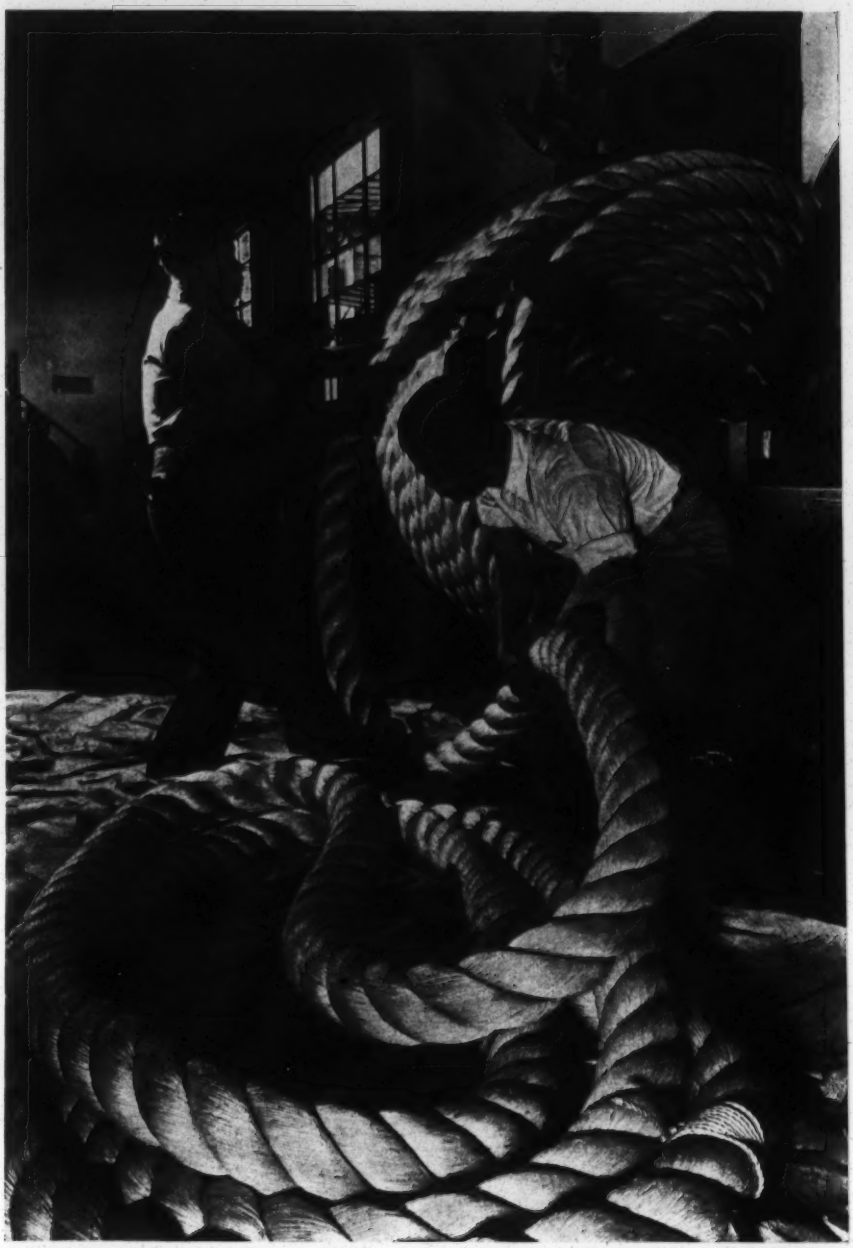

Photograph by J. Baylor Roberts

FOR MANY HARD JOBS, MANILA FIBER FROM A SOFT LEAF SURPASSES STEEL

A single thread scraped from the leaf of the banana-like abacá plant is tough though not unbreakable, but 855 separate strands twisted together produce a colossal ship towrope that for marine purposes is preferable to steel cable. Manila rope is more pliable for such operations as mooring a vessel or hoisting cargo. This towrope, four inches in diameter and 12 inches around, is about the largest size; 750 feet of it weigh 3,250 pounds (Bulletin No. 3).

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Another Flag Change for Derna, Where American Flag Once Flew

WHEN British forces advancing westward along the coast of Libia last December captured the little port of Derna, the Italian colors came down and the Union Jack went up. German and Italian forces combined advanced eastward over the same terrain this month and recaptured Derna, changing flags again over the small colonial port on the Mediterranean coast.

These rapid changes recalled that Derna had been the scene of one of the most fantastic fast-moving and daring chapters of United States history.

It happened in 1805. Thomas Jefferson was President of the young American republic. Derna lay in what was then Tripolitania, one of the Barbary Coast states. For decades a freebooters' warfare and kidnaping "racket" had been waged by the pirates of the Barbary Coast of North Africa against the world's shipping.

Early "Appeasement" Efforts Abandoned by Thomas Jefferson

The United States, along with other seagoing powers, had been paying tribute to the Barbary States for the freedom of the (Mediterranean) seas. Tiring of these early "appeasement" efforts, the American republic in 1796 signed a treaty with Tripolitania for "peace without ransom." When, a few years later, additional sums were demanded by its pasha, the United States refused to bargain further. War was declared by Tripolitania in 1801.

The chief figure in the United States' short-lived adventure in African conquest was a Connecticut Yankee named William Eaton, a graduate of Dartmouth in the class of 1790, a former school teacher and officer in the U. S. Army.

While the port of Tripoli was under blockade by Uncle Sam's naval forces, General Eaton, former American Consul at Tunis who had long been eager for action on the North African front, went to Egypt. Although in the slightly ambiguous position of being a "naval agent . . . without authority or instructions," he there joined forces with the rival brother of the ruling pasha of Tripolitania. He also gathered together at Alexandria one of the world's most oddly assorted and ill-disciplined armies, made up of about 500 Arabs, some local Berbers, a number of Greeks, and some Americans.

Name Survives in Boston's Street

With something over a hundred camels, few provisions, and little water, the small force pushed its way doggedly through some 600 miles of Egyptian and Libian desert, to a point near Derna. It was a six weeks' trip.

On April 25, 1805, Eaton and his motley followers—supported by a few ships of the American Navy—launched their offensive against the Derna fortress, defended by about 800 men. Within two days, the Stars and Stripes floated above Derna.

Then came a stalemate. Strong enough to repel attack but not to continue the advance against more powerful Tripoli centers, General Eaton remained at Derna until a peace was made through the efforts of the U. S. Consul at Algiers. The rebellious brother of the reigning Tripolitanian pasha was exiled to Europe, while Eaton returned home, his hope of making an American protectorate of this distant African land unfulfilled. Chief memento of this forgotten episode in American history is the street in Boston named Derne, as the port's name was then spelled.

In normal times, modern Derna is a small but flourishing city of some 20,000

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trees, into the former kingdom of Montenegro, now a part of Yugoslavia. The port is without rail connections.

SPLIT—Yugoslavia's chief seaport, Split (Spalato) is important for its excellent harbor on the rugged Adriatic coast, its growing industries, and good road and rail connections over the mountains to northern Italy and to inland Yugoslavia. Traveling Americans know Split as the photogenic Dalmatian town where 4,000 people live in a single "house." The Roman Emperor Diocletian, a native of the town, built one of the most pretentious palaces in the ancient world. Today almost a tenth of Split's 43,000 people live within the huge palace skeleton. Since Split passed from Austro-Hungarian to Yugoslav rule, the city has become a modern, thriving metropolis, built up, in part, by the wealth of Yugoslav emigrants returned from America.

ZAGREB—As the capital of the autonomous state of Croatia, Zagreb had, until recently, over 200,000 inhabitants, and was Yugoslavia's second city. One of southeast Europe's oldest, yet newest, centers of politics, culture, and commerce, it was founded in Roman times. Devastated by invading Tatars, it was later rebuilt and fortified to withstand the Turks' advance. In normal times Zagreb, as the junction of road, rail, and river transport, is also the region's leading industrial city, with textile factories, oil refineries, and metal works.

Note: See also "Kaleidoscopic Land of Europe's Youngest King," *National Geographic Magazine*, June, 1939; "Yugoslavia—Ten Years After," September, 1930; and "Dalmatian Days," January, 1928. And in the GEOGRAPHIC NEWS BULLETINS: "Croatia a Vital Region of Yugoslavia," April 21, 1941; "Surrounded Yugoslavia a Victim of Geographic Position," March 24, 1941; and "Yugoslavia, an Amalgam of Nations and Peoples," October 28, 1940.

See the Map of Europe and the Near East, priced at 50¢ (paper) and 75¢ (linen); also maps on pp. 694 and 695 of the June, 1939, *National Geographic Magazine*.

Bulletin No. 1, April 28, 1941.

Photograph by Melville Chater

NEW WAR WOUNDS BEOGRAD'S FORTRESS, SCARRED FROM 17 EARLIER SIEGES

Overlooking the important junction of the Sava River with the Danube, remains of Beograd's ancient fortifications rise like a specter of the past. The dismantled fortress for some years before the outbreak of the present war had been surrounded with a spacious park, distinguished for its shaded walks, flower beds, and far outlook over the plains across the river. A spade might still uncover Greek and Roman antiquities on this site, which has been an international battlefield since before the Christian era. Seventeen sieges are recorded for it, and more of modern warfare than most other European capitals have seen.

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Strategic Materials: No. 4, Manila Rope Ties in with Defense

THE DAYS of sail and yo-heave-ho are gone from the open seas, but the rope that hoisted sails is vital still to the steam-powered giant vessels of today.

After experimenting with ropes made of hemp, jute, papyrus, sisal, nettle fiber, tree bark, leather, and even whale sinews, men have agreed that the finest fiber for cordage is the so-called Manila fiber, native to the Philippines. In fact, because of its wide use in rope for both Army and Navy purposes for which no adequate substitute has been found, the United States has declared Manila fiber a strategic material. The entire U. S. supply comes from the Philippines (45,000 tons in 1939). None grows in the United States.

Mooring a ship, lowering the lifeboats, hoisting cargo out of the hold, taking on provisions, tying a gig to a battleship or a barge to a tugboat—any of these essential marine operations would call for the toughness and pliability of Manila fiber. A steel cable is not flexible enough. Even the largest vessels require Manila rope, and for the special use of sea titans it is made in outsize diameters, as large as four inches thick (illustration, inside cover). About a dozen times as much Manila fiber is produced and marketed today as in the 1850's, when rope-hoisted sails were still more important in navigation than steam.

The Toughest Banana Fiber a Seagoing Treasure

Although it is commonly called Manila hemp, the strategic fiber from the Philippines is not a true hemp but a banana fiber. The *Musa textilis* plant, whose tall, flapping leaves yield the durable threads—called abacá in the Tagalog speech of the islands—is a cousin of the banana tree (illustration, next page).

True hemp, on the other hand, comes from the *Cannabis* branch of Asia's vegetable kingdom, obtained from the same plant that yields the drugs hashish and marijuana. Hemp was mankind's rope fiber for so long—already old when it spread ancient Roman sails—that its name is often applied to Manila fiber automatically.

Other cordage fibers now in use are jute, from the *Corchorus* plant of the Netherlands Indies; ramie, produced by a member of the nettle family; and sisal, from the cactus-like agave plant. None has been found to produce a rope equal in strength and durability, size for size, to Manila fiber. For instance, English hemp rope just over three inches in diameter can stand a strain of 3,885 pounds, while Manila rope of the same size stands 4,669 pounds.

The United States is making efforts to substitute sisal fiber for Manila in all uses except marine, because the former can be obtained outside the Pacific danger zone, notably from Africa and from several Latin America countries. But the

Strategic materials, according to official definition, are "those essential to national defense, for the supply of which, in war, dependence must be placed in whole, or in substantial part, on sources outside the continental limits of the United States; and for which strict conservation and distribution control measures will be necessary."

The GEOGRAPHIC NEWS BULLETINS are presenting a series of articles on the following strategic materials, describing their uses, qualities, and sources:

Antimony	*Mercury*	*Quinine (No. 2)*
Chromium	*Mica*	*Rubber*
Coconut Shell Char	*Nickel (No. 1)*	*Silk*
Manganese	*Quartz Crystal*	*Tin*
Manila Fiber (No. 4)		*Tungsten (No. 3)*

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inhabitants. It is one of the few garden spots of Libia, with bright-colored flowers, luxuriant orchards and vegetable gardens. Italians have given it the name of "Pearl of Libia."

As a military station in a desert country, its life-giving springs are invaluable to any force which occupies it. Fresh water from Derna's springs is normally shipped in tankers to drier Tobruch, about halfway along the coast toward Egypt.

Note: Additional material about Libia can be found in "Old-New Battle Grounds of Egypt and Libia," *National Geographic Magazine*, December, 1940; "Cirenaica, Eastern Wing of Italian Libia," June, 1930; "Tripolitania, Where Rome Resumes Sway," August, 1925; "Crossing the Untraversed Libyan Desert," September, 1924.

And in the GEOGRAPHIC NEWS BULLETINS: "Italy's Crumbling African Empire Equals 43% of U. S. Area," February 10, 1941; "Senussi Sect of the Sahara, a Factor in History Again," February 3, 1941; "Libia's Colonizing Projects Threatened by War," January 27, 1941; and "Marmarica, Italo-British Battlefield, Where Sahara Meets the Sea," January 6, 1941.

Bulletin No. 2, April 28, 1941.

Photograph by Vittorio Dimani

DERNA IN THE DESERT EXPORTS WATER—BY WATER

The traffic lanes of the sea (background) touch the little Libian port, whose most important export is water. Called the garden spot of Cirenaica (the eastern part of Italy's North African colony of Libia), fortunate Derna has wells which furnish more water than the 20,000 inhabitants require; tankers therefore skirt the Mediterranean coast eastward to carry supplies of water to the strategic—but parched—settlement of Tobruch, nearer the frontier of Egypt. Most of Derna's houses are the typical North African cubes, with central courts for ventilation, but the mosque is constructed with an elaborateness befitting an important desert city. Forty-two cupolas make the roof resemble a muffin pan upside down.

A PLACE TO KEEP YOUR MAPS

For members, subscribers, and others who find it difficult to keep together their *Geographic* maps, the National Geographic Society offers a Map File, 10¾ by 7¾ inches, bound like a book in gold-embossed maroon buckram, with ten map pockets of heavy gray manila paper, plainly numbered. A correspondingly numbered blank list, on which the maps may be recorded, is attached inside the front cover. The capacious file holds either 20 maps, or 10 maps with their indexes. Price of the Map File is $2.50 postpaid in U. S. and possessions; elsewhere $2.75 in U. S. funds.

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Evacuated Grecian Thrace Was Populous, Productive Region

REPORTS of a plan to make a Bulgarian corridor through German-occupied Thrace call attention to a turbulent corner of the world where history-making shifts have been taking place since the dawn of recorded events.

Grecian Thrace is only a part of the general Thracian region which, in ancient times, was occupied in turn by Darius, Xerxes, and Philip of Macedon, later falling to the Roman legions.

With elastic, often indefinite boundaries which have extended from the head of the Aegean Sea all the way to the Danube, this region also felt the pressure of Goths and Huns. It later came under the powerful Ottoman Empire, and eventually was one of the hard-fought battle sectors of the Balkan and the World Wars.

Bulgaria's Outlet to the Sea

After the first Balkan War (1912) between Turkey and the Balkan states, the vanquished Turks turned over to Bulgaria most of their northeast Aegean coastlands, thus providing Bulgaria with her much-desired outlet to the sea. The Bulgarian defeat on the side of the Central Powers in the World War, however, resulted in the loss of this territory to Greece, although free transit through the latter country to Thracian ports was provided for in treaty arrangements, as well as certain shipping rights and facilities.

In accordance with post-World War treaties, the general Thracian area was split among the three adjoining countries of Bulgaria, Turkey, and Greece. The Greek portion, occupying the northeast "panhandle" of the country from the Nestos River to the Turkish frontier, is known as Western Thrace. Eastern Thrace was the Turkish share, stretching from the Maritsa River boundary with Greece to the Dardanelles and Bosporus corridors leading to the Black Sea. To Bulgaria remained only the northern and western sections, including roughly the country between the central Balkan Mountains and the Rhodope Mountains, which separate southern Bulgaria from northeast Greece.

It was around the eastern end of the Rhodope Mountains, along the broad valley of the Maritsa River, that invading German troops, according to news dispatches, made their way toward the occupation of the evacuated and undefended Greek port of Alexandroúpolis (Dede Agach).

Held 300,000 People

All of Western Thrace, which the Greeks reportedly had immediately started evacuating, occupies only a little over 3,300 square miles. It held, however, a population of more than 300,000 people. Among the inhabitants were many families of Greek language and faith settled there after their expulsion from Turkey in 1923. Others in the region's racial mixture were Turks who had been there since days of Turkish domination (illustration, next page).

Aided by funds from foreign sympathizers as well as by home-government progress, the people of the Thracian districts had brought about considerable economic development in recent years.

This section of Greece, comprising the provinces of Hevros and Rhodope, is especially adapted to agricultural pursuits. Its rolling plains support numerous

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fiber of sisal is normally only two or three feet long, about one-third the length of fibers stripped from tree-tall abacá leaf stalks.

Workmen on hanging scaffolding trust their lives to Manila rope. Oil well cables are not as satisfactory if made of any other material. The U. S. Army, in the drive for motorized units and mechanization, depends on Manila fiber for tow-ropes on motor vehicles. The U. S. Navy, however, is the chief official customer for the fiber, using it even on the most up-to-date battleship of the fleet, the newly commissioned *North Carolina*.

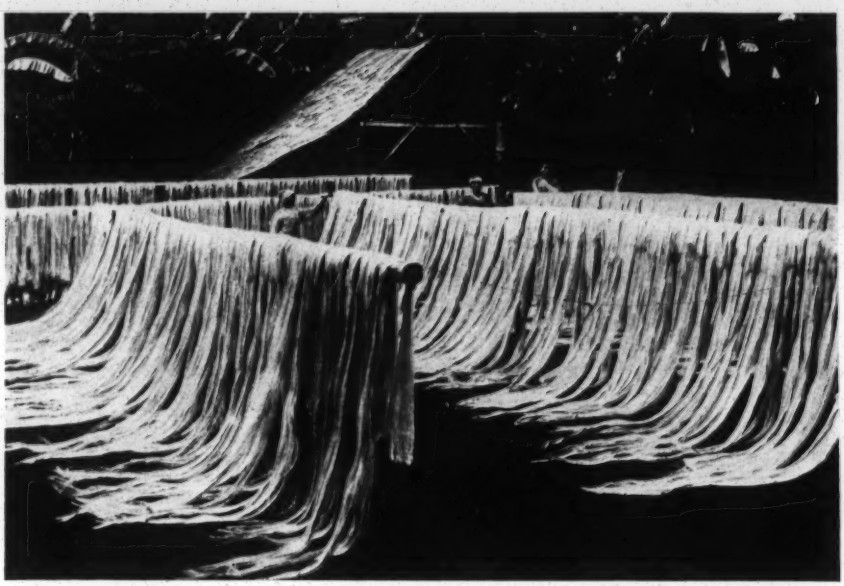
The Navy manufactures all its own rope, buying the fiber in bales from the Philippines. A ropewalk in the Boston Navy Yard, turning out rope in 26 different sizes up to a foot in circumference, has been the source of Navy cordage since 1834, when the sail-propelled fleet required good rope to rig its canvas. A Navy lieutenant of inquiring mind is credited with bringing a Manila fiber sample back to Massachusetts in 1820, and introducing it to American attention.

Seamen soon noticed that Manila rope did not swell or shrink with weather variations, could be relied upon to fit constantly through a given hole, and outlasted hemp when exposed to the grueling hazards of seafaring.

Magellan observed that Filipinos used a surprisingly tough rope for fish nets, and wove the same glossy fiber into lightweight, durable clothing. But it was not until 1818 that the Philippines exported the fiber. In a recent year, it constituted 12 per cent of the islands' total exports. One-third of the fiber output went to the United States, one-fourth to Great Britain, and one-fifth to Japan.

Manila fiber also serves in the Philippines to make hats and flower-printed dress goods, and elsewhere in the manufacture of brownish, durable Manila paper.

Bulletin No. 3, April 28, 1941.



Photograph by K. Koyama

THE BANANA TREE'S COUSIN SPINS THREADS STRONG ENOUGH TO TOW BATTLESHIPS

The abacá plant (background) cannot be distinguished from its relative the banana tree except by experts. From the tall leaf stalks of the abacá, the fibrous layers are peeled off and laboriously pulled by hand between a heavy knife and a block of wood. The knife, scraping off the pulp, bares the fibers, about 6 or 10 feet long. The raw thread is festooned over bamboo racks to dry in the sun, then gathered into hanks and sent to the local market, where it is sorted and baled for shipment. Three-fourths of Uncle Sam's supply comes from the single province of Davao, on the island of Mindanao, where this photograph was taken.

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Ice-Capped Greenland on War-Zone Edge Gets U. S. Protection

U. S. SEAPLANE bases, air bases, and fortifications on Greenland were foreshadowed by the agreement signed on April 9 by Secretary of State Hull and the Minister from Denmark, for measures protecting Canada, the United States, and the Western Hemisphere, as well as Greenland itself, from any westward spread of the war.

Greenland lies only about 700 air miles from the nearest point on British Newfoundland, where one of Uncle Sam's new Atlantic defense bases is now located. Between the southernmost tip of the island and New York City is an airline distance of some 1,775 miles. Long considered a part of North America, within the Western Hemisphere which the United States is pledged to keep free from foreign encroachment, Greenland is a short hop of but 12 miles from the northern Canadian island of Ellesmere.

Purchase Advised in 1916 as "Defense Armor"

Secretary of State Seward, now esteemed for his sagacity in buying Alaska for the United States for a mere $7,200,000, advocated also the purchase of Greenland.

In 1916, before the American entry into the World War, Arctic explorer Peary, discoverer of the North Pole, strongly urged that the United States purchase Greenland from Denmark. "Greenland in our hands," he wrote then, "may be a valuable piece of our defensive armor. In the hands of a hostile interest it could be a serious menace."

Writing in a recent issue of the *National Geographic Magazine,* Captain Robert A. (Bob) Bartlett, who has led or taken part in more than 30 exploration trips to Greenland in the last 15 years, said: "The snow fields of the ice cap, the open land along the shore, and the sheltered fjords provide excellent landing fields for airplanes and hideouts for war vessels. . . . If military forces come to Greenland, they will find a diverse island, beautiful, amazing, difficult, icebound; yet a place which might well serve as a year-round base for air operations and in summer for maneuvers by sea and land."

World's Biggest Iceberg Factory

Greenland's famous ice cap covers the entire interior of this, the largest island in the world. Spreading over an area estimated at nearly 700,000 square miles, it averages a depth of a thousand feet or more. This vast, desolate, frozen mass, rising in places to altitudes of 10,000 feet, has been called the world's biggest iceberg factory, since ice breaks off at the fjord line each year into thousands of great bergs.

Only along the rim of open coast land is human habitation possible. There some 16,000 Eskimos and a few hundred Danes, chiefly officials, traders, missionaries, and teachers, now live.

Despite their remote Arctic location (winter in Greenland often finds the temperature 50 to 60 degrees below zero), the walrus-hunting, blubber-loving islanders have undergone considerable modernization in the last few decades. In many settlements, visitors report, the old stone igloos have given way to wooden homes, from which comes the sound of radios and phonographs. Stores sell city clothes, high rubber boots, imported food delicacies, and other products of the outside world.

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vineyards and mulberry gardens (the latter for the raising of silkworms), while the well-watered coastal regions produce important crops of rice and cotton.

Tobacco grows particularly well in Western Thrace, and large quantities of it are normally shipped to Turkey, Egypt, and the U. S. A. Excellent pasture lands, too, are found to the north, up in the rolling country that merges gradually into the foothills of the Rhodope Mountains.

The reportedly German-occupied Alexandroúpolis, small but leading port of Grecian Thrace, is less than 15 air miles from the Turkish border at the Maritsa River. As Bulgaria's former port of Dede Agach, it was heavily bombarded by the Allied fleet during the World War of 1914-18, and finally it was occupied by Allied forces in October, 1918.

Note: See also "Classic Greece Merges into 1940 News," *National Geographic Magazine*, January, 1941; "Today's Evidence of Grecian Glory," March, 1940; "New Greece, the Centenarian, Forges Ahead," December, 1930; "Cruising to Crete," February, 1929; "Seeing 3,000 Years of History in Four Hours," December, 1928; "History's Greatest Trek," November, 1925; " 'Glory That Was Greece,' " December, 1922; and "Whirlpool of the Balkans," February, 1921.

And in the GEOGRAPHIC NEWS BULLETINS: "Battle-Scarred Thessalonikē a World War Veteran," March 17, 1941; "Greece Safeguards Treasured Sculptures and Architecture," February 24, 1941; "Soldiers in Skirts: The Evzones of Greece," December 16, 1940; "Greece and Italy, Now First-Time Modern Foes," December 9, 1940; "Crete: Greek Key to Mediterranean Naval Strategy," December 2, 1940; "Embattled Greece, Where History Repeats Itself," November 18, 1940; "Why Are the Balkans the 'Powder Keg of Europe?' " November 4, 1940.

The various battle lines of Greece may be located on The Society's Map of Europe and the Near East, available at 50¢ (paper) and 75¢ (linen).

Bulletin No. 4, April 28, 1941.

Photograph by Maynard Owen Williams

TURKISH TILL 1912, GREEK THRACE SHOWS MOSLEM TRACES STILL

After the Turkish invasion of the 14th century, Greece with the rest of the Balkans fell under Turkish rule. The tide of Greek nationalism rose from south to north, leaving the southern half of the nation free from Turkey in 1830, the northeastern section still occupied till the present century. The northeasternmost part, Thrace, was pinched off from the Ottoman Empire by Bulgaria, and after Bulgaria's World War defeat awarded to Greece in 1920. Among the remnants of formerly dominant nationalities stranded in Thrace by these boundary changes are the Turks, whose turban-topped patriarchal faces and old-fashioned broad sashes give a distinctive appearance to the little Moslem settlement in the Thracian town of Komotinē.

In normal times, Greenland exports chiefly seal oil, furs, fish products, and eiderdown. It is especially important to the United States as the source of cryolite, an aluminum-containing mineral (Na_3AlF_6), valuable in the manufacturing process by which the vital airplane material of aluminum is obtained. Greenland's import trade deals with such things as foodstuffs, including canned goods and biscuits, tobacco, medicines, lumber, hardware, and other manufactured goods.

With the exception of large quantities of cryolite shipped to the United States, most of Greenland's trade is normally with the mother country, under a long existing state-monopoly system. Since the outbreak of the war, however, and the occupation of Denmark by the Germans, the island has been receiving its necessities, according to news dispatches, from the United States. The first American consul was accredited there about a year ago.

Denmark's only remaining colonial possession is Greenland. The neighboring island of Iceland, although allied with Denmark and maintaining allegiance to the same king, was declared independent in 1918. Some 200 miles east of Greenland, the now British-occupied smaller island comes completely within the declared area of German blockade operations.

Note: See also "Greenland from 1898 to Now," *National Geographic Magazine*, July, 1940; "Flying Around the North Atlantic," September, 1934; "A Naturalist with MacMillan in the Arctic," March, 1926; "MacMillan Arctic Expedition Returns," November, 1925; and "The *Bowdoin* in North Greenland," June, 1925.

The Society's Map of the Atlantic Ocean shows the southern section of Greenland. Most of the settlements are in this section. Greenland's ice cap, glaciers, and the East and West Greenland Currents are indicated on this map. Copies at 50¢ (paper) and 75¢ (linen) may be obtained from the Washington, D. C., headquarters of the National Geographic Society.

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Photograph by Robert A. Bartlett

WHERE MEN LACK WOOD AND IRON, WOMEN SEW UP BOATS WITH NEEDLE AND THREAD

The Eskimo boat builders of barren Greenland must be seamstresses, because the ice-covered island yields no timber or nails. Driftwood washed ashore from Canada furnishes the frame. The covering is sealskin, chewed to pliancy before it is stretched over the wooden skeleton and sewed together. For a kayak, or splinter-size one-man covered canoe, the sealskin envelops the boat completely except the central opening for the man who does the paddling. The watertight covering protects the boat when it capsizes; it can be righted without scooping up water.